

Hamilton

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L Amendment no. 276



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# 1972 OFFICIAL PLAN FOR the EAST MOUNTAIN AREAS

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OF THE  
HAMILTON PLANNING AREA  
FEBRUARY, 1972





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A M E N D M E N T

No. **276**

to the O F F I C I A L P L A N  
of the  
C I T Y O F H A M I L T O N

PREPARED BY  
THE PLANNING DEPARTMENT  
OF THE CITY OF HAMILTON  
UNDER THE GUIDANCE OF  
THE HAMILTON PLANNING BOARD



DUPLICATE  
ORIGINAL OF AMENDMENT

OFFICIAL PLAN

HAMILTON PLANNING BOARD

AMENDMENT NO. 276

The attached pages three to twenty-seven, consisting of Schedules 1.A, 2.B, 2.C and 2.D, and explanatory text, constitute Amendment No. 276 to the Official Plan of the Hamilton Planning Area. This Amendment shall replace any previous Official Plans for this area or any amendments thereto. This Amendment was prepared by the Hamilton Planning Department under the guidance of the Hamilton Planning Board and was recommended to the Council of the City of Hamilton under provisions of Sections 12 and 17 of The Planning Act, on the 14th day of December, 1971. This Amendment to the Official Plan was approved by the Planning Board by a vote of 8-0.

....."I. S. FARWELL"..... "R. BAILEY" (SEAL).....  
CHAIRMAN SECRETARY

This Amendment was adopted by the Corporation of the City of Hamilton by By-law No. 72-115 in accordance with Sections 13 and 17 of the Planning Act, on the 25th day of April, 1972.

....."VICTOR K. COPPS"..... "E. A. SIMPSON" (SEAL).....  
MAYOR CLERK

This Amendment to the Official Plan of the Hamilton Planning Area, which has been recommended by the Hamilton Planning Board and adopted by the Council of the City of Hamilton, is hereby approved in accordance with Sections 14 and 17 of the Planning Act, as Amendment No. 276 to the Official Plan of the Hamilton Planning Area.

.....  
DATE MINISTER OF MUNICIPAL  
AFFAIRS

As thus modified, this amendment is hereby approved pursuant to Section 17 of The Planning Act, as Amendment No. 276 to the Official Plan for the Hamilton Planning Area, save and except the area known as part of Lot No. 4, Concession 8 in the former Township of Barton now in the City of Hamilton.

Date..... July 3/74 .....

G.M. FARROW, Executive Director  
Plans Administration Division  
Ministry of Housing





The Corporation of the City of Hamilton

BY-LAW NO. 72-115

To Adopt:

Official Plan Amendment No. 276

Respecting :

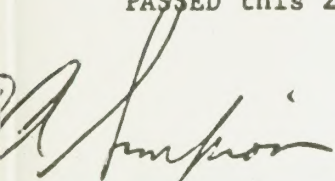
East Mountain Areas

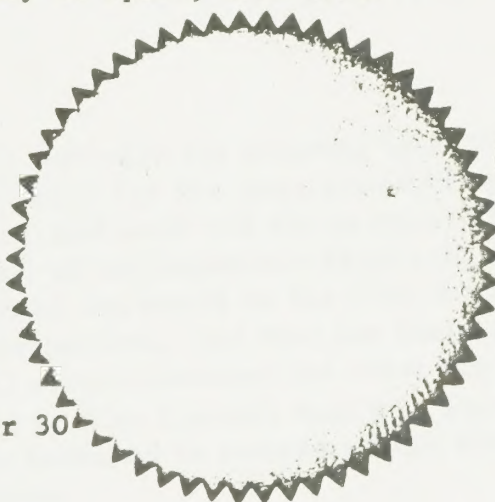
The Council of The Corporation of the City of Hamilton enacts as follows:

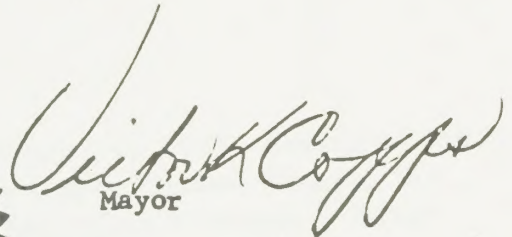
1. Amendment No. 276 to the Official Plan of the City of Hamilton Planning Area, consisting of text and maps appended to the said text, both annexed hereto as Schedule "A", is hereby adopted.

2. The Secretary-Treasurer of the Hamilton Planning Board is hereby directed to make application to the Minister of Municipal Affairs for approval of the above-mentioned Amendment No. 276 to the Official Plan of the Hamilton Planning Board.

PASSED this 25th day of April, A.D. 1972.

  
City Clerk



  
Mayor





### Subsection 1.1

## GENERAL

The Hamilton Planning Board at its meeting on October 14, 1971, reviewed the proposed plans and policies for the area bounded by Upper Ottawa Street, the City Limits to the south and east and the proposed Mountain Freeway. After reviewing the plans and all submissions received, the Planning Board concluded that it was of vital necessity to the City for lands to be made available for new industrial development, and that the lands proposed within this area were in the light of all circumstances the most appropriate. It was therefore decided to recommend to City Council that this Plan be approved and Zoning Regulations be initiated to ensure a high standard of light industrial development in this area.



Subsection 1-2

AREAS COVERED BY THIS PLAN

THIS PLAN COVERS THE AREAS DELINEATED UPON  
SCHEDULE 1-A







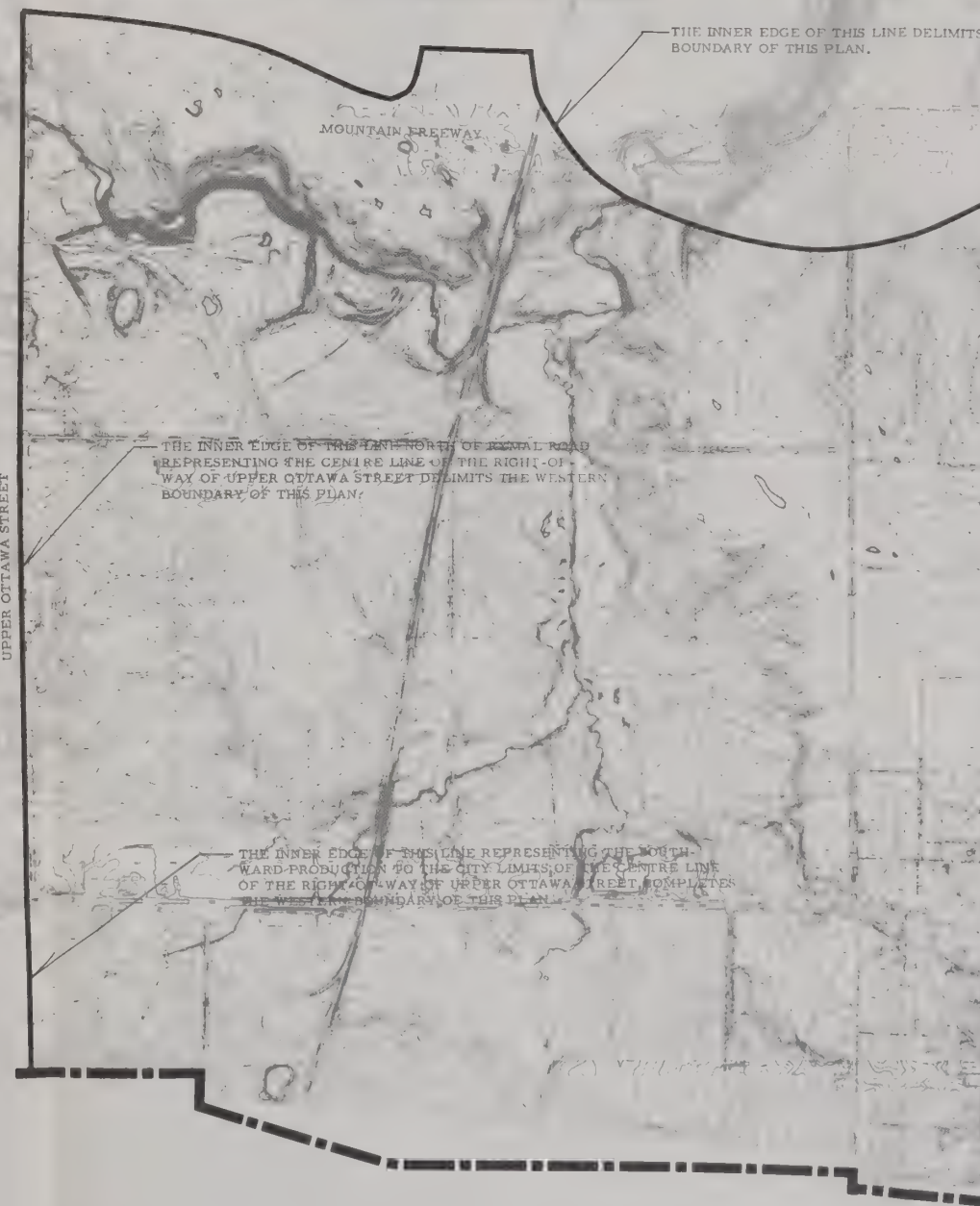
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SCALE IN FEET

POSITION OF SALT FLEET  
SATELLITE

BOUNDARY OF THE CITY OF HAMILTON (1971)  
DELIMITS THE PLAN AREA EAST AND SOUTH

ALL THE GOALS, OBJECTIVES AND PRINCIPLES OF SECTION ONE, AS WELL AS ALL THE POLICIES OF SECTION TWO AS REPRESENTED UPON THE MAP SCHEDULES AND ACCOMPANYING TEXT OF THIS PLAN, AND ALSO ALL THE CLAUSES OF SECTION THREE OF THIS PLAN, SHALL APPLY ONLY THERE, WHEREVER THIS CAN BE ACHIEVED BY MEANS IMPLEMENTED EXCLUSIVELY WITHIN THE AREA DELINEATED UPON THIS SCHEDULE "1-A".

SCHEDULE **1-A**  
AREA COVERED BY THIS PLAN



THE INNER EDGE OF THIS LINE DELIMITS THE NORTHERN  
BOUNDARY OF THIS PLAN.

THE INNER EDGE OF THIS LINE NORTH OF RYMAL ROAD  
REPRESENTING THE CENTRE LINE OF THE RIGHT-OF-  
WAY OF UPPER OTTAWA STREET DELIMITS THE WESTERN  
BOUNDARY OF THIS PLAN.

THE INNER EDGE OF THIS LINE REPRESENTING THE SOUTH-  
WARD PRODUCTION TO THE CITY LIMITS OF THE CENTRE LINE  
OF THE RIGHT-OF-WAY OF UPPER OTTAWA STREET COMPLETES  
THE WESTERN BOUNDARY OF THIS PLAN.

STONE CHURCH ROAD

UPPER GAGE AVENUE

UPPER OTTAWA STREET

UPPER SHERMAN AVENUE

RYMAL ROAD (HIGHWAY 53)





## SECTION TWO

# POLICIES

A general statement of planning standards, definitions and planning policies, and a description of the Maps which together with this text comprise the Official Plan.



## Subsection 2-1

### GENERAL

- 1-1. "A development control by-law shall be prepared under Section 35a of The Planning Act R.S.O. 1970, Chapter 349, to which the following lands shall be subject: those lands within 300 feet of arterial roads, as shown on Schedule 2-D, including those lands west of the proposed north-south arterial paralleling the east City Limit (as shown in Amendment No. 70 to the Official Plan for the Hamilton-Wentworth Planning Area, Saltfleet Section) and the lands abutting the proposed Mountain Freeway."
- 1-2. Site Plan Control shall be applied to those lands abutting designated conservation areas and easements.
- 1-3. Industry and ancillary uses fronting on major roads or abutting conservation areas shall be required to adhere to good architectural quality in building design and landscaping.
- 1-4. The "KK" Restricted Heavy Industrial District shall be replaced by appropriate zoning districts that satisfy the intent of the Restricted Industrial Designation.
- 1.5 The "JJ Restricted Light Industrial District" shall be replaced by appropriate zoning districts that satisfy the intent of the Restricted Industrial Designation of this Plan.





Subsection 2-2

DEFINITION OF TERMS

NONCONFORMING LAND USE

A land use which is not in agreement with an area restriction described and delineated by the Zoning By-law. (The term NONCONFORMING is applied to Land uses only.)

INCONGRUOUS LAND USE

A land use which is not in agreement with an area designation of the Official Plan. (The term INCONGRUOUS is applied to land uses only.)

DISCORDANT ZONING

An area restriction, or zoning, described and delineated by the Zoning By-law which is not in agreement with the ultimate land use designation of the Official Plan. (The term DISCORDANT is applied to zonings only.)





(for precise definitions see text)

The designation of lands as Business Areas upon the Land Use Plan (Schedule 2-D) of this Official Plan shall mean that the predominant use of land so designated shall be for Commerce. Commerce is defined as the buying and selling of goods and services, and office functions.

Industrial uses shall not be permitted in designated Business Areas, except in cases where an Industrial use is part of, and incidental to, a Commercial undertaking and is essential for the satisfactory operation of that Commercial undertaking.

The designation of lands as Restricted Manufacturing upon the Land Use Plan (Schedule 2-D) of this Official Plan shall mean that the ultimate use of land in areas so designated shall be for non-noxious Industry which is defined as such manufacturing and processing of goods, such repair workshops, such storage of goods, and such transportation facilities which experience has shown to be unobjectionable to adjacent land uses, because they are free from emissions of dust, odor or fumes, or noise, and not a source of excessive vibrations.

The designation of lands as Open Space Nodes on the Land Use Plan of this Official Plan shall mean that the areas of water, or the lands, so designated are for use by the public for open air or water-oriented Recreational purposes: they shall be compact in form and of sufficient length and depth to permit the performance of active and passive Recreational activities.

The designation of lands as Open Space Links, other than those along Utilities, Railway, and Highway rights-of-way and Conservation easements, upon the Land Use Plan (Schedule 2-D) signify the principle of connecting Open Space Nodes to achieve continuity in the Open Space System and do not indicate exact location or spatial configuration. The lands in the Link that will be finally selected shall be designated for use by the public for open air Recreational purposes, they are linear in form, and of sufficient length to be useful for pedestrian circulation and wide enough for Recreational and Aesthetic needs, 2.3.3.27.

The designation of lands as Transportation Areas upon the Land Use Plan (Schedule 2-D) of this Official Plan shall mean that lands so designated shall be for Transportation corridors and Transportation nodes, harbour facilities for shipping and navigation, terminals, freight and passenger handling facilities and related storage, vessel and barge docks, marinas, railways, roads, pipelines, warehousing and parking areas.

The desirability of buffering between conflicting land uses adjacent to each other is shown by double line as above.

THE ESTABLISHING OF SNOWMOBILING TRACKS AND FACILITIES, AS WELL AS OF A NETWORK OF SUITABLY MARKED SNOWMOBILING TRAILS SHALL BE ENCOURAGED IN THE AREAS DESIGNATED FOR OPEN SPACE IN THIS PLAN.

TRANSPORTATION

OPEN SPACE

BUSINESS

RESTRICTED MANUFACTURING

RESTRICTED  
MANUFACTURING

BUSINESS

RESTRICTED  
MANUFACTURING

BUSINES.

THROUGHOUT THE AREA COVERED BY THIS PLAN IT SHALL BE THE POLICY OF COUNCIL TO INSIST ON THE SITING OF HIGHWAY ORIENTED FUNCTIONS WITHIN AREAS DESIGNATED FOR BUSINESS PURPOSES.



1972 OFFICIAL PLAN  
FOR THE EAST MOUNTAIN  
City of Hamilton  
Planning Department  
January, 1972

[illegible]

NO INDUSTRIAL BUILDING OR PROCESS SHALL BE PERMITTED WITHIN 300 FEET OF STRUCTURES USED SOLELY FOR RESIDENTIAL PURPOSES.

COMMERCIAL FUNCTIONS PERMISSIBLE UNDER CLAUSES 2.3.61, 2.3.62, AND 2.3.63 OF THIS PLAN SHALL NOT INCLUDE HIGHWAY ORIENTED LAND USES.

ALL COMMERCIAL FUNCTIONS, EXCEPT THOSE  
HIGHWAY ORIENTED, SHALL BE PERMITTED THROUGH-  
THE AREA DESIGNATED RESTRICTED MANUFACTURING  
IF SAID NON HIGHWAY ORIENTED COMMERCIAL FUNCT-  
IONS ARE ANCILLARY TO INDUSTRIAL USES.

THE AREA DESIGNATED RESTRICTED MANUFACTURING IN THIS PLAN SHALL BE COVERED BY APPROPRIATE ZONING DISTRICTS WHICH SATISFY THE INTENT OF THE RESTRICTED MANUFACTURING DESIGNATION AND ENSURE A COMPATIBLE LAND USE RELATIONSHIP WITH THE CONSERVATION AREAS AND WITH THE PERIPHERAL RESIDENTIAL NEIGHBOURHOODS.

BECAUSE OF THE PROXIMITY TO THE OPEN SPACES AROUND ALBION FALLS, AND BECAUSE OF THE LIKELIHOOD OF THE CESSATION OF A LARGE PART OF THE INDUSTRIAL ACTIVITIES DURING THE WEEK-ENDS AND HOLIDAYS, IT SHALL BE THE POLICY OF COUNCIL TO PERMIT WITHIN THE AREAS DESIGNATED RESTRICTED MANUFACTURING UPON THE LAND USE SCHEDULE OF THIS PLAN THE PLACEMENT OF PREMISES FOR CLUBS AND/OR SIMILAR INSTITUTIONS CATERING TO WINTER SPORT, AND TO PERMIT THE ESTABLISHMENT OF BUILDINGS FOR CLUBS PROVIDING FOR LEISURE TIME ACTIVITIES IN THE SUMMER

## SCHEDULE **2-B**

# LAND USE DESIGNATIONS



## Subsection 2-3

# LAND USE DESIGNATIONS: DEFINITIONS AND POLICIES

## OPEN SPACE

### Open Space Nodes

#### Definition:

The designation of lands as "Open Space Nodes" on the Land Use Plan of the Official Plan shall mean that the areas of water, or the lands, so designated are for use by the public for open air and water-oriented recreational purposes: they shall be compact in form and of sufficient length and depth to permit the performance of active and passive recreational activities.

### Open Space Links (if any)

#### Definition:

The designation of lands as "Open Space Links", other than those along utilities, railway, and highway rights-of-way and conservation easements, upon the Land Use Plan (Schedule 2B) signify the principle of connecting open space nodes to achieve continuity in the open space system and do not indicate exact location or spatial configuration. The lands in the link that will be finally selected shall be designated for use by the public for open air recreational purposes: they are linear in form, and of sufficient length to be useful for pedestrian circulation and wide enough for recreational and aesthetic needs.

## General Policies

### 3.1

Where any lands designated as open space are in private ownership the land use zoning of these lands can be drawn up so as to indicate that this land will not necessarily remain indefinitely as open space. It shall not be construed as implying that open space areas are free and open to the general public, or





will be purchased by the municipality. If proposals are made to develop any such lands that are in private ownership and the municipality does not wish to purchase such lands in order to maintain the open space, then an application for the redesignation of such lands for other purposes will be given due consideration by the municipality.

- 3.2 Open space nodes and links in public ownership shall be kept open and free from all buildings and structures, except for a small percentage on which buildings and structures may be erected for purposes that are ancillary and accessory to the open air recreational purposes. Such buildings and structures shall be carefully designed and landscaped to ensure visual continuity, variety, and screening of less attractive features.
- 3.3 Where land is required for open space, Council will acquire the land through dedication of land in new developments, or will require a payment of cash in lieu of the land dedication or in redeveloping areas will require the provision of public access to private plazas or corridors.
- 3.4 If the availability of areas permits and a natural habitat of wildlife exists, then consideration shall be given to setting apart some peaceful areas for wildlife.
- 3.5 Adequate off-street parking and loading facilities shall be provided for all activities permitted in the areas designated for Open Space upon the land use Schedule 2-B of this Plan.

## Local Policies

- 3.6 The establishment of snowmobiling tracks and facilities, as well as of a network of suitably marked snowmobiling trails, shall be encouraged in the areas designated for open space in this Plan.
- 3.7 It shall be the policy of Council that the ravines owned by the City remain in their natural state, and that Council encourage other public agencies owning other ravines to maintain them in their natural state, with such clearing, extension and improvement as is necessary for public recreation use.
- 3.8 Construction of roads and the undertaking of other public works in the ravines will be approved only where reasonably essential and the design of such works will be such as to detract as little as possible from the appearance and recreational use of the areas affected.



- 3.9                    Except for those areas used in 1971 for non-recreational purposes, including highways, all publicly owned lands in the areas designated open space will be used only for parks or for recreational uses and for uses ancillary to recreation.
- 3.10                  Council will develop regulations concerning the appearance of parking facilities situated or to be situated within areas designated for Open Space in this plan. Such regulations may include, among other things, requirements for fencing, erection of screening walls, set backs and/or landscaping of the parking spaces, and/or regulations for situating such facilities partly or wholly under grade.
- 3.11                  It shall be the policy of Council to assure adequate access (particularly pedestrian access) from all sides into the open space areas of this Plan
- 3.12                  All facilities shown on Schedules 2-D and 2-C of this Plan shall be permitted within areas designated for Open Space.



## BUSINESS

### Definitions:

The designation of lands as Business areas upon the Land Use Plan (Schedule 2B ) of this Official Plan shall mean that the predominant use of land so designated shall be for commerce. Commerce is defined as the buying and selling of goods and services, and office functions.

Residential uses shall be permitted in Business areas only in the form of apartments, either free-standing or forming part of a commercial complex.

The majority of units in such apartment structures shall be one-bedroom or bachelor apartments. ( This general clause of the definition of Business Areas, otherwise of general application in the Hamilton Planning Area, having been revoked by clause 4.7 of Local Policies, does not apply within the areas delimited upon Schedule 1-A of this Plan.)

Industrial uses shall not be permitted in designated Business areas, except in cases where an industrial use is part of, and incidental to, a commercial undertaking and is essential for the satisfactory operation of that commercial undertaking.

### General Policies

- 4.1 It shall be a policy of Council to permit the establishment in designated Business areas of only those non-commercial uses which are compatible with commerce and will not unduly detract, hinder or prevent the areas from being used for proper commercial development. Standards shall be imposed on non-commercial land uses in Business areas in order to protect the commercial uses.
- 4.2 Adequate off-street parking and loading facilities shall be provided by all new development in the areas designated for Business upon the land use plan Schedule 2-B of this Plan.
- 4.3 In permitting a re-zoning for commercial development upon Business area lands abutting a Housing or Restricted Housing area, provisions shall be made to establish adequate buffering between the two uses by such means as increased yards, landscaping and planting; and further provisions shall be made to





control parking, lighting and the location of storage, and loading areas so as to minimize the interference of such commercial uses with adjoining residential land uses.

- 4.4 The location of residential land uses in areas designated for Business shall be carefully reviewed with respect to surrounding uses and density, and further control of such development shall be implemented by re-zoning and site plan control.

#### Local Policies

- 4.5 Throughout the area covered by this plan it shall be the policy of Council to insist on the siting of highway oriented functions such as motels, service stations and drive-in restaurants within the areas designated for business purposes. "It is not intended that the Business areas will be developed in the form of retail shopping centres. The uses to be permitted will be set out in the zoning by-law, but not all areas will be zoned immediately for such uses."
- 4.6 As a policy complementary to the above stated local policy number 4.5 it shall be the policy of Council to permit motels and/or similar highway oriented residential land uses within the area designated for business purposes within Schedule 2-B of this plan.
- 4.7 The second clause of the definitions of Business shall not apply within the areas of this plan and, therefore, residential uses shall not be permitted within the areas designated for business purposes on Schedule 2-B of this plan. Consequently, also clause 4.4 of the general policies shall have no application within the areas of this plan.
- 4.8 All facilities shown on Schedules 2-D and 2-C of this Plan shall be permitted within areas designated for Business.



## RESTRICTED MANUFACTURING

### Definition:

The designation of lands as Restricted Manufacturing upon the Land Use Plan (Schedule "B") of this Official Plan shall mean that the ultimate use of land in areas so designated shall be for non-noxious industry which is defined as such manufacturing and processing of goods, such repair workshops, such storage of goods, and such transportation establishments which experience has shown to be unobjectionable to adjacent land uses, because they are free from the emission of dust, odour, fumes or noise, and not a source of excessive vibrations.

### General Policies

- 6.1 It shall be a policy of Council to encourage the establishment of "prestige" industries in Restricted Manufacturing areas where the surrounding areas are complementary to such uses.
- 6.2 Throughout the area of the Plan, Council shall encourage the strict enforcement of the Air Pollution Control Act, 1967; Statutes of Ontario, 1967; Chapter 2; and any subsequent legislation regulating Air or Water Pollution.
- 6.3 Adequate off-street parking and loading facilities shall be provided by all new development in the area designated for Restricted Manufacturing upon the land use Schedule 2-B of this Plan.





6.4 In permitting a re-zoning for industrial development within Restricted Manufacturing areas abutting on discordant residential zoning, provisions shall be made to establish adequate buffering between the two uses by such means as increased yards, landscaping and planting; and further provisions shall be made to control parking, storage, loading and lighting so as to minimize interference of such industrial uses with adjoining land uses.

6.5 Commercial uses within Restricted Manufacturing areas shall be limited to those uses which are:

- a) part of the related operations of the established industries, e.g. sales offices and wholesale outlets,
- b) business enterprises intended to directly serve the established industries and their personnel;

and further, such commercial uses shall be permitted only in agreement with or by an appropriate amendment to the zoning by-law, as conforming uses. (See local policy 6.11.)

6.6 A dwelling shall not be permitted in a Restricted Manufacturing area unless such a dwelling is part of, and incidental to, an industrial establishment and is essential for the satisfactory operation of such establishment; or unless such a dwelling is located within an established residential enclave of incongruous residential zoning.

6.7 Recreational and open space uses where practicable shall be permitted in a Restricted Manufacturing area provided that such uses can be located without detracting from, or hindering to sound industrial development and provided that such uses have sufficient parking, buffering, nuisance controls and appropriate setting to be compatible with surrounding uses.

6.8 It shall be a policy of Council to require a high standard of design and landscaping in areas designated "Restricted Manufacturing".

#### Local Policies

6.9 The area designated Restricted Manufacturing in this plan shall be covered by appropriate zoning districts which satisfy the intent of the Restricted Manufacturing designation and ensure a compatible land use relationship with the conservation areas and with the peripheral residential neighbourhoods.



- 6.10 All commercial functions, except those highway oriented, shall be permitted throughout the area designated Restricted Manufacturing if said non-highway oriented commercial functions are ancillary to industrial uses.
- 6.11 Commercial functions permissible under clause 6.5 of this plan shall not include highway oriented land uses.
- 6.12 Because of the proximity to the open spaces around Albion Falls, and because of the likelihood of the cessation of a large part of the industrial activities during the weekends and holidays, it shall be the policy of Council to permit within the areas designated Restricted Manufacturing upon the land use schedule of this Plan the placement of premises for clubs and/or of similar institutions, catering to winter sports, and to permit the establishment of buildings for clubs for leisure time activities in the summer.
- 6.13 No industrial building or process shall be permitted within 300 feet of any structure on properties used solely for residential purposes, if the said structure is located within the area delimited upon Schedule I-A of this Plan.
- 6.14 Cemeteries existing in 1970 in the area designated for Restricted Manufacturing land uses shall be permitted to remain for an indefinite period of time.
- 6.15 In the areas designated for Restricted Manufacturing on the land use plan, Council shall regulate the location and appearance of signs.
- 6.16 All facilities shown on Schedules 2-D and 2-C of this Plan shall be permitted within areas designated for Restricted Manufacturing.



## Definition:

The designation of lands as Transportation Areas upon the Land Use Plan (Schedule 2B ) of this Official Plan shall mean that lands so designated shall be used for transportation corridors and transportation nodes, harbour facilities for shipping and navigation, terminals, freight and passenger handling facilities and related storage, vessel and barge docks, marinas, railways, roads, pipelines, warehousing and parking areas.

## General Policies:

- 7.1 It shall be the policy of Council to permit development in the areas designated in this Plan as Transportation Areas only on the basis of Plans of Subdivision and provision of Municipal Services.
- 7.2 The land uses permitted in Transportation Areas shall not include open air bulk storage of coal, oil, minerals and/or other materials except in such small quantities which experience has shown to be unobjectionable to adjacent land uses, because they are free from emissions of dust, odour or fumes.
- 7.3 It shall be the policy of Council to permit the storage of cars and/or of machinery within the area designated for Transportation.
- 7.4 It shall be the policy of Council to permit in the area designated for Transportation the storage, whether in the open or whether in enclosed sheds, of pig iron, structural steel and/or of large size fabricated parts, and/or manufactured or semi-manufactured metal products.

## Local Policies

- 7.5 It shall be the policy of Council to protect the use of the areas designated for Transportation upon the Land Use Schedule 2-B of this Plan for the use in the future as a freeway and/or other means of public transportation.
- 7.6 All facilities shown on Schedules 2-D and 2-C of this Plan shall be permitted within areas designated for Transportation.





# LEGEND:

-  ARTERIAL ROADS
-  FREEWAY
-  AREAS USED FOR TRANSPORTATION PURPOSES
-  RAIL LINE
-  300 FOOT DISTANCE FROM ARTERIAL ROADS AND FROM FREEWAY

AREAS USED FOR TRANSPORTATION PURPOSES



1972 OFFICIAL PLAN  
FOR THE EAST MOUNTAIN  
City of Hamilton  
Planning Department  
January, 1972

1000 500 0 500 1000 2000  
SCALE IN FEET



IN THE AREAS DELIMITED ON SCHEDULE "1-A" OF THIS PLAN, SITE PLAN CONTROL SHALL COVER THOSE LANDS WITHIN 300 FEET OF MAJOR AND MINOR ARTERIALS INCLUDING OTTAWA STREET NORTH OF RYMAL ROAD, RYMAL ROAD, THE PROPOSED NORTH-SOUTH ARTERIAL ALONG THE CITY LIMITS, AND THE PROPOSED MOUNTAIN FREEWAY.

ALTERNATIVE "M"  
MAINTAINING THE C.N.R. CONNECTION TO DOWNTOWN HAMILTON

SCHEDULE **2-D**  
TRANSPORTATION



## Subsection 2-4

## MAJOR ROADS AND OTHER TRANSPORTATION

1. The arterial highway system proposals are shown on the map designated Schedule "2-D", which forms part of this amendment and includes a plan for arterial roads.
2. The arterial system serving the area is, in the main, already in existence; however, some variations from the existing rights-of-way are required.
3. The alignment of major and minor arterial roads is shown upon Schedule 2-D. The major arterial roads shall have a right-of-way 120 feet wide, whereas the width of the right-of-way of the minor arterials shall be 100 feet.
4. The recommendations appearing on Schedule "2-D" are intended only as a reflection of the general intention to develop the traffic pattern as indicated. The exact location and design of the rights-of-way, intersections, and other details can only be firmly established in the light of precise engineering studies and designs which will be prepared at the time when actual street improvement is contemplated.
5. It shall be the policy of Council to improve, where possible, the public transit system to and within the areas of this Plan (as delimited upon Schedule 1-A) in order to provide a full range of integrated public transportation services.
6. It shall be the policy of Council to consider a public transportation linkage of the areas of this Plan with various parts of the City in order to provide peak hour access by public transportation between the places of residents in various parts of Hamilton and places of work within the Restricted Manufacturing Designations of this Plan.
7. It shall be the policy of Council to consider public transit linkage between the Restricted Manufacturing areas of this Plan and the Central Business District.





# LEGEND:

-  ARTERIAL ROADS
-  FREEWAY
-  AREAS USED FOR TRANSPORTATION PURPOSES
-  RAIL LINE
-  300 FOOT DISTANCE FROM ARTERIAL ROADS, AND FROM FREEWAY



1972 OFFICIAL PLAN  
FOR THE EAST MOUNTAIN  
City of Hamilton  
Planning Department  
January, 1972

1000 500 0 500 1000 2000  
SCALE IN FEET

AREAS USED FOR TRANSPORTATION PURPOSES



IN THE AREAS DELIMITED ON SCHEDULE "1-A" OF THIS PLAN, SITE PLAN CONTROL SHALL COVER THOSE LANDS WITHIN 300 FEET OF MAJOR AND MINOR ARTERIALS INCLUDING OTTAWA STREET NORTH OF RYMAL ROAD, RYMAL ROAD, THE PROPOSED NORTH-SOUTH ARTERIAL ALONG THE CITY LIMITS, AND THE PROPOSED MOUNTAIN FREEWAY.

ALTERNATIVE R  
WITH THE REMOVAL OF THE C.N.R.  
CONNECTION TO DOWNTOWN HAMILTON

SCHEDULE **2-D<sub>R</sub>**  
TRANSPORTATION



## Subsection 2-5

## UTILITIES




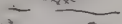



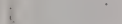
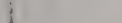
1. As the extension of municipal services is an essential prerequisite of development,
2. and whereas, at present, only a limited part of the area is served by sewer and watermains, therefore, a small amount of initial construction might be permitted to take place based on holding tanks or other acceptable system sewage disposal as approved by the Hamilton-Wentworth Health Unit.
3. The Sanitary Sewer Sub-trunk shown upon Schedule "2-C" of this plan is to form the basis for the provision of sewer services in the area.
4. As all the lands of this plan are situated within the original "stage 2" area of amendment 228, and

whereas the development of "stage 2" has already commenced during the years 1969 - 1970,

now therefore, the sub-trunk sewer shown upon Schedule "2-C" of this plan is to form the basis for the provision of sewer services in the area.



# LEGEND:

-  SANITARY SEWER TRUNK
-  SANITARY SEWER SUB-TRUNK
-  SANITARY LAND FILL
-  NATURAL DRAINAGE BOUNDARY
-  ELECTRICITY TRANSMISSION LINE
-  TELEPHONE LOCAL TRUNK ROUTE
-  TELEPHONE TOLL TRUNK ROUTE
-  WATER MAIN
-  GAS MAIN

1972 OFFICIAL PLAN  
FOR THE EAST MOUNTAIN  
City of Hamilton  
Planning Department  
January, 1972



1000 500 0 500 1000 2000  
SCALE IN FEET



THE STAGING OF SEWER SERVICES SHALL DETERMINE THE PHASING OF DEVELOPMENT, EXCEPT FOR A SMALL AMOUNT OF INITIAL CONSTRUCTION WHICH MIGHT BE PERMITTED TO TAKE PLACE BASED ON HOLDING TANKS.

THE ALIGNMENTS OF UTILITIES SHOWN UPON THIS SCHEDULE ARE CONCEPTUAL ONLY. THUS IF MORE THAN ONE UTILITY IS LOCATED WITHIN A ROAD ALLOWANCE, THE WIDTHS OF THE ILLUSTRATION OF THE BANDS MIGHT EXCEED THE CONFINES OF THE GRAPHICAL REPRESENTATION OF THE RIGHT OF WAY.

SCHEDULE **2-C**  
UTILITIES





### SECTION THREE

## IMPLEMENTATION

A statement of the procedures to be followed in the implementation, interpretation and revisions of the Official Plan.



## IMPLEMENTATION OF THE PLAN

### General

- 1 The Official Plan shall be implemented by Council under powers conferred upon it by the Planning Act and the Municipal Act and any related legislation insofar as it relates to planning. The senior levels of government, and the authorities such as the Economic Development Commission shall be encouraged to support the objectives.
- 2 The phasing of land development shall be based on the staging of services except for some small amount of initial development which might be permitted to take place based on holding or septic tanks.
- 3 Lots will be established by subdivision or by severances through the Committee of Adjustment. A description of said lots by a Surveyor's Plan shall be required.
- 4 Public roadways shall be established by City By-law or by Plan of Subdivision.
- 5 Residential properties which appear to delay the process of industrial land development shall be considered for purchase by the City.

### Zoning

The Zoning By-law 6593 of the City of Hamilton, which is partly regulating the land uses of the areas of this plan shall remain in effect until a new Zoning By-law covering this area is enacted within the framework of this plan.

### Public Works

Council will direct the preparation of a Capital Works Program covering a period of from three to five years. This program will conform to the general objectives of the Official Plan, taking into account the ability of the municipality to finance the extension of services and improvements to the street system. The Capital Works Program will be revised on a yearly basis.

### Sanitary Land Fill

During the final stages of deposition of sanitary land fill in the area west of the C.N.R. Tracks of this Plan, consideration shall be given to a contouring of the lands, to create ski and tobogganing slopes. With respect to the future use of lands presently being used for sanitary land-fill purposes, such future use will have to be approved by the Minister of the Environment.



The Committee of Adjustment will continue to exercise its powers under Section 42 of The Planning Act will, receive applications and hold public hearings and may grant variances with respect to Section 42 provided that the general intent of the by-laws and the Official Plan are maintained.

The Committee of Adjustment may also grant consents under Section 32b of the Planning Act with respect to subdivisions and part lot control.

### Private Development

Large areas under single control may be developed privately and to advantage because of scale economies and returns. In such cases, adherence to the guidelines of this Official Plan shall be implemented through the Planning Board by requiring a registered plan of subdivision and site plan approval, prior to the granting of zoning applications.

### Interpretation

The Official Plan is intended to provide a consistent policy in long-range planning.

When planning studies or the experience of implementation suggest the need for a major revision (e.g. policy change, map alteration) to the Official Plan, the Planning Board may recommend the adoption of a formal amendment under Section 14 of the Planning Act.

### Planning Studies

It is intended that the Official Plan shall be subject to a continuous program of study by the Planning Department, with the guidance and advice of the Planning Board.

### Secondary Plans

Where applicable, Secondary Plans such as Neighbourhood Plans, Community Plans or District Plans, shall be prepared at a later date within the framework of the Official Plan.

### Revisions

It is intended that the Official Plan as a whole will be revised from time to time, at approximately 10 year intervals. Text and maps will be corrected on the basis of up-to-date information, and all previous amendments incorporated into the Plan.





# APPENDIX



## APPENDIX

This Appendix is **NOT** part  
of the Official Plan.

The purpose of this Appendix is  
to make available to the reader  
some of the interesting back-  
ground material which would  
make the Study of the Official  
Document more meaningful.



## REQUIREMENTS FOR INDUSTRIAL LANDS

### PRESENT POSITION IN INDUSTRIAL DEVELOPMENT

(Based upon Report dated September, 1971, of the  
Hamilton Economic Development Commission)

We find today, that Hamilton has some 59 acres of city-owned and 25 acres of privately-owned serviced industrial land for sale, while the City owns 124 acres of unserviced industrial land on the mountain. A comparison of industrial acreage available with other neighbouring communities, a number of them competitors of ours for new industry, shows the following:

#### AVAILABLE INDUSTRIAL ACREAGE

<u>MUNICIPALITY</u>	<u>PUBLICLY OWNED</u>	<u>PRIVATELY-OWNED</u>
Brantford	232 serviced 343 not serviced	n/a
Burlington	310 serviced	175
Galt	514 serviced	40
Guelph	200 serviced	n/a
<u>HAMILTON</u>	59 serviced 124 not serviced	25 serviced
Kitchener	275 serviced	n/a
London	893 serviced	n/a
Mississauga	nil	500 serviced 150
Niagara Falls	145 serviced	152
Oakville	32 not serviced	183
Oshawa	149 not serviced 300 partly serviced 490 not serviced	180
St. Catherines	65 n/a	nil
Windsor	300 staged development	1,100 serviced





This table shows that, with the exception of St. Catharines and possibly Oakville, the City of Hamilton has less industrial acreage available than any of the other cities surveyed, all of which are substantially smaller than Hamilton. London, for instance, has nearly 900 acres of serviced industrial land and Windsor, approximately 1,200. Of the communities with which Hamilton is in direct competition for new industries, Burlington has 310 acres of serviced land, Mississauga 500 acres, Guelph 200 acres, Galt 514 acres, Kitchener 275 acres, and Brantford 232 acres. In other words, in all of these communities with a population of 100,000 or less there are available 200 or more acres of fully serviced industrial land at the present time, whereas Hamilton, with a population of 300,000, has 84 acres, and all of these are in one location, giving a potential new industry no choice of location of site.

We estimate conservatively that an industrial City the size of Hamilton should have available approximately 500 acres of serviced industrial land in 3 or 4 different locations, with a backlog of 500 acres of unserviced land which would be serviced gradually as the serviced lands are sold. Proceeds from the sale of serviced land should be spent on the acquisition of unserviced land.

The acquisition of unserviced land for future industrial purposes, however, means little or nothing unless definite plans are made for the servicing of a certain number of these acres each year. No matter how we look at it, unserviced industrial land is really nothing but a farm and no new industry looking for a location is going to come to Hamilton on unserviced land when it can get serviced land in Burlington, Brantford, Galt, Guelph, Kitchener or other centres.

It would seem that consideration should be given by City Council either to place a specific amount in the engineering capital budget each year for the servicing of industrial lands or to add the same specific amount to the Hamilton Economic Development Commission's capital budget so that the funds required for the servicing of land would be available on a regular annual basis instead of being pushed back year after year until we come close to running out of serviced land, as is the case at the present time.

It should be noted here that in one sense the servicing of the land is even more important than its purchase by the City. If the City could agree to service large parcels of future industrial land in 3 or 4 different areas, it would probably be unnecessary for the City to remain involved in the purchase of industrial lands as private enterprise would probably develop lands quickly if they were serviced.

### FUTURE INDUSTRIAL LAND AND BUILDING NEEDS

#### Available Industrial Lands:

A survey of the City and surrounding area indicates that the City itself has few alternatives remaining in its acquisition of future industrial lands. There is no further land available for purchase in the east end of the City north of Barton



Street as our present industrial subdivision, Grayside Industrial Estate #2, is at the eastern City limits. There is also no acreage available for future industrial development at the west end of the City.

The only remaining area where lands can be acquired for future industrial development is on the mountain, and industrial zoning would appear to be indicated at the east end of the mountain, particularly in the area subject to the plan. Some land has already been acquired in the area and attempts are being made to extend the City's holdings here, but opportunities for any large scale acquisitions are limited by the fact that the present southern limits of the City coincide roughly with the Hydro line which is about 400 yards south of Rymal Road.

While Saltfleet Township has a substantial potential industrial acreage which is either now serviced or can be serviced by the City of Hamilton, the possibility of annexation by or amalgamation with the City of Hamilton appears to be extremely remote at the present time.

The City, upon recommendation of the Hamilton Economic Development Commission, has already purchased a considerable number of properties north of Barton Street and east of Burlington Street, but this is a slow and costly method of acquiring properties for future industrial expansion, and it can, at the most, be of assistance only to a limited number of industrial concerns.



## GOALS AND OBJECTIVES

### LAND USE STRUCTURE

#### GOAL

- 1 A distribution, throughout the City, of areas designated for Restricted Manufacturing land uses in a manner compatible to other land uses, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

#### OBJECTIVE

- 1.1 A distribution within an area designated for Restricted Manufacturing land uses of industrial activities in a manner cognizant of the perimeter "effects" on adjacent land uses, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.





## PRINCIPLES

- 1.1.1 Separate areas designated for Restricted Manufacturing land uses from residential neighbourhoods by adequate buffering areas such as transportation corridors, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.
- 1.1.2 Where Residential land uses are adjacent to areas designated for Restricted Manufacturing land uses and/or where major open spaces are adjacent to areas designated for Restricted Manufacturing land uses, grade the permitted industrial development according to increasingly stringent performance standards so that the closer the industries are to the residences or open space the more stringent the standards, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

Industrial Performance Standards should include the following criteria:

- (i) Deleterious External Effects, such as air pollution, noise, vibrations, or thermal pollution, etc., which might interfere with the "livability" of a residential neighbourhood, or the recreational quality of conservation areas, should not emanate from land uses permitted in areas designated for Restricted Manufacturing.
- (ii) The layout of industrial estates, landscaping, and design of buildings should adhere to good architectural design principles.

## ACCESSIBILITY

### GOAL

- 2 To minimize the time-distance of population movement between housing areas and major functional areas, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.



## OBJECTIVE

- 2.1 A spatial distribution, throughout the City, of areas designated for Restricted Manufacturing land uses which will maximize the accessibility of areas designated for Restricted Manufacturing land uses to residential communities, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

## PRINCIPLE

- 2.1.1 Provide a greater choice in the location of employment opportunities by encouraging industries to locate in areas designated for Restricted Manufacturing land uses in the Upper City wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

## REGIONAL PATTERN

## GOAL

- 3 To structure urban land uses consistent with the location and space requirements of major economic activities, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

## OBJECTIVE

- 3.1 A suitable orientation, to the local and regional Transportation System and utility network, of industrial activities and ancillary services permitted in an area designated for Restricted Manufacturing land uses, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

## PRINCIPLES

- 3.1.1 Distribute and locate areas designated for Restricted Manufacturing land uses within the framework of the regional space economy in those locations which are accessible to regional commodity flows, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.
- 3.1.2 Utilize for areas designated for Restricted Manufacturing land uses, the strategic location of the area situated advantageously relative to the proposed Mountain and Red Hill Creek Freeways, and to a rail line linking Hamilton with proposed Nanticoke steel manufacturing complex, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.



## OBJECTIVE

- 3.2           Distribute areas designated for Restricted Manufacturing land uses in a pattern that optimizes the balance between transportation demand and capacity of the transportation network, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

## PRINCIPLE

- 3.2.1        Locate areas designated for Restricted Manufacturing land uses in the Upper City to encourage two-way peak loads on major transportation corridors, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

## OBJECTIVE

- 3.3           Provide a choice of areas designated for Restricted Manufacturing land uses which satisfies the demands of a variety of industries, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.

## PRINCIPLE

- 3.3.1        Ensure an adequate supply of serviced land and a variety of parcel sizes in areas designated for Restricted Manufacturing land uses to satisfy the needs of industry, wherever this can be achieved by means implemented exclusively within the area delineated upon "Schedule 1-A" of the Plan.







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